

LOK SABHA

Tuesday, July 29, 1969/Sravana 7, 1891
(Saka)

*The Lok Sabha met at Eleven of
the Clock*

[MR. DEPUTY-SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

पूर्वोत्तर रेलवे में पहली और दूसरी श्रेणी के पद भरने में मितव्ययता

*182. श्री मोलहू प्रसाद : क्या रेलवे मंत्री 29 अप्रैल, 1969 के अतारंकित प्रश्न संख्या 7990 के उत्तर के सम्बन्ध में यह बताने की कृपा करेंगे कि :

(क) इनके क्या कारण हैं कि पूर्वोत्तर रेलवे तथा डिवीजनल कार्यालयों में प्रथम तथा द्वितीय श्रेणी के पदों को भरने के सम्बन्ध में मितव्ययता नहीं बरती गई है; और

(ख) यदि प्रथम तथा द्वितीय श्रेणी के पदों को भरने में मितव्ययता की आवश्यकता को ध्यान में नहीं रखा गया है तो तृतीय तथा चतुर्थ श्रेणी के सभी पदों को शीघ्र भरने के लिये क्या कार्यवाही की गई है ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI PARIMAL GHOSH): (a) A close scrutiny is made of the necessity for all gazetted posts and only those which are essential are operated.

(b) Only Class III and Class IV posts which can be kept vacant without detriment to efficiency are kept vacant.

श्री मोलहू प्रसाद : 29-4-69 को पहले इसके सम्बन्ध में प्रश्न पूछा गया था। तब

बताया गया था कि तृतीय और चतुर्थ श्रेणी के कर्मचारियों के मंजूरशुदा पद तो खाली हैं लेकिन प्रथम श्रेणी और द्वितीय श्रेणी के पदों में से एक भी पद खाली नहीं है। मैं जानना चाहता हूँ कि क्या यह सत्य है और अगर सत्य नहीं है तो प्रथम और द्वितीय श्रेणी के कितने पद मितव्ययता की दृष्टि से खाली रखे गए हैं और तृतीय और चतुर्थ श्रेणी के कितने खाली रखे गए हैं और इसके सम्बन्ध में सरकार कौन सी नीति अपनाने जा रही है ?

SHRI PARIMAL GHOSH : Sir, so far as the gazetted staff are concerned, whenever a vacancy is filled up individual cases are being looked after and only on the merits of the case a post is filled. Particularly in the N.E. Railway because of economy measures quite a number of Class I permanent as well as temporary posts have already been surrendered. In the case of Class III and Class IV staff there are a few vacancies existing in the Railways. It is a fact that because of dieselisation, electrification and simplification of procedures some posts have been rendered surplus. That is why there are surplus in some categories. But there are demands in other categories also so that we can effectively absorb the surplus staff from elsewhere. These posts are kept vacant so that chances are given to the surplus staff from other Railways to be absorbed in these posts. There are certain staff now being rendered surplus on the N. E. Railway in Class III and Class IV.

श्री मोलहू प्रसाद : मंत्री महोदय ने साफ नहीं बताया है। मैं जानना चाहता हूँ कि पूर्वोत्तर रेलवे में कितनी जगहें खाली हैं और कितनी मंडल कार्यालय में खाली हैं ?

SHRI PARIMAL GHOSH : About a thousand posts in Class III and a little more than thousand posts in Class IV are not being filled up in the N. E. Railway.

श्री मोलू प्रसाद : प्रथम और द्वितीय श्रेणी के पदों को भरने में मितव्ययता क्यों नहीं बरती गई है ? इस सम्बन्ध में सरकार अपनी नीति स्पष्ट नहीं कर रही है। मैं चाहता हूँ कि इसका स्पष्टीकरण किया जाए।

SHRI PARIMAL GHOSH : I have already mentioned that we have also surrendered some of the gazetted posts in the N. E. Railway in the categories of Class I and Class II officers.

श्री क० ना० तिवारी : उत्तर देते हुए मंत्री महोदय ने बताया है कि कुछ कैटेगरीज में स्टाफ सरप्लस है और कुछ में उसकी शार्टेज है। मैं जानना चाहता हूँ कि कौन सी कैटेगरीज हैं जिनमें सरप्लस है और कितना सरप्लस है और कौन सी कैटेगरीज हैं जिसमें शार्टेज है और कितनी शार्टेज है ?

SHRI PARIMAL GHOSH : Sir, to give a precise number about the total number of surplus staff in the N.E. Railway is at the present moment difficult for me. We have a considerable number of surplus staff all over the Railways. The procedure we have adopted is, wherever a vacancy occurs the instruction are that it should not be filled up straightway and they must get their indent cleared by the Railway Board so that the Railway Board in their turn would find out the surplus staff elsewhere with a view to see that this surplus staff could be accommodated in the places where vacancies arise instead of going in for direct fresh recruitment.

श्री क० ना० तिवारी : रेलवे बोर्ड को यह भी मालूम नहीं है कि किस कैटेगरी में कितनी शार्टेज है ? इसका उत्तर तो आ जाना चाहिये। जब इसके बारे में सवाल दिया गया है तो जब उस पर सप्लीमेंटरी किया जाता है तो यह तो पता चल ही जाना चाहिये कि किस कैटेगरी में कितना सरप्लस है और किसमें कितना शार्टेज है ?

SHRI PARIMAL GHOSH : Sir, surplus Railway staff is a continuous process because the process of dieselisation, electrification and simplification of procedure is also a continuous process.

MR. DEPUTY-SPEAKER : Some average figure must be there.

SHRI S. K. TAPURIA : He can give the figure as on 30th June or 1st July.

SHRI PARIMAL GHOSH : Sir, to give the figure of surplus staff on a particular date I would require notice.

SHRI D. N. TIWARY : After the introduction of D.S. system in the N.E. Railway and shifting of office from Sonapur to Samastipur a number of staff has been rendered surplus by the abolition of the Sonapur office. May I know what that staff are doing? I have heard that they are employed in some sundry jobs which are not at all necessary. What are you going to do with them? Are you going to retrench them or keep them and employ them some where else ?

SHRI PARIMAL GHOSH : We have already made it very clear that in the event of any dieselisation, electrification or even in the setting up of Divisionalisation Scheme there will not be any retrenchment. In that process there may be same staff declared surplus. That is one of the reasons why I have already said in my reply that whenever there are some vacancies we do not straightway fill those posts so that the staff declared surplus in other Railways could be profitably absorbed in those vacancies. That is why there are some posts which have not been filled.

SHRI D. N. TIWARY : What is the number of surplus staff ?

SHRI PARIMAL GHOSH : Sir, Divisionalisation Scheme in N. E. Railway has just come into operation. It has not been finally ascertained what would be the number of staff that would be rendered surplus. There would not be any retrenchment and they would be effectively provided elsewhere.

श्री नाथूराम अहिरवार : क्या यह सही है कि रेलवे बोर्ड ने ऐसे आदेश निकाले हैं कुछ समय पूर्व कि हर डिविजन में डिप्टी डी० एस० क्लास 1 का रहे और उसकी पोस्ट क्रियेट की जाए और उसके एब्ज में क्लास 3 और क्लास 4 के जो एम्प्लायीज हैं उनको पार्ट टाइम रखा जाए ? यदि यह सही है तो क्या इसकी

शासन को जानकारी है कि रेल दुर्घटनायें जो हो रही हैं उसका एक कारण यह भी है कि क्लास तीन और क्लास चार के जो कर्मचारी हैं उनसे ओवर टाइम काम लिया जाता है जिसकी वजह से वे लापरवाह हो जाते हैं या चूकि वे काम करने में असमर्थ होते हैं इतना ज्यादा, इस वास्ते रेल दुर्घटनायें हो जाती हैं ?

SHRI PARIMAL GHOSH : The point raised by the hon. Member has no bearing on the accidents. As I have mentioned, when we fill a particular post it is done after a proper assessment, after a study of the complete workload and only on the basis of that the posts are filled. So a post not having been filled has no bearing on the accidents.

श्री ओम प्रकाश त्यागी : यह बताया गया कि तृतीय और चतुर्थ श्रेणी की एक एक हजार जगहें खाली हैं। चूकि इतनी ज्यादा जगहें खाली हैं इसलिए कार्यक्षमता में अन्तर पड़ना स्वाभाविक है। कितनी देर तक जगहें खाली रखी जा सकती हैं इसकी कोई सीमा तो होगी। कितने दिन के बाद इन्हें भरना अनिवार्य हो जाता है है, यह मैं आप से जानना चाहता हूं। क्या आपने कोई अवधि निर्धारित की है कि इस अवधि के अन्दर अन्दर आप इनको भर लेंगे ?

SHRI PARIMAL GHOSH: There is no specific rule for filling up those posts which are still not filled. As I have mentioned, these posts are rendered surplus not because of anything else but only because of simplification of procedure and change over from steam to dieselisation and electrification. Inevitably some posts are rendered surplus and some people will not be required there. Also, as I have already stated, because of the workload some new posts are also being created. It is a question of the number of new posts that will come up and the number of posts that will be rendered surplus. When we get these two equations these posts will be immediately filled up.

श्री ओम प्रकाश त्यागी : उपाध्यक्ष महोदय अगर काम न होने की वजह से उन जगहों

की आवश्यकता नहीं है, तो उन पोस्ट्स को समाप्त कर दिया जाये, लेकिन अगर काम है, तो फिर रेलवे प्रशासन उन पोस्ट्स को कितने दिन तक खाली रखेगा ?

MR. DEPUTY-SPEAKER: What is the estimate ? How many posts are likely to be considered surplus ? Every time the same question in a different language is being asked.

SHRI PARIMAL GHOSH: I would make that point very clear. As we have already taken to the process of simplification and rationalisation, it would be a continuous affair that some posts will always remain surplus. There will be necessity for new posts. We have also made a categorical statement here that, because of this procedure no staff will be retrenched. It is a question of time. As and when new posts are created, the surplus staff would be absorbed. Some vacancies will always be there.

श्री तुलसीदास जाधव : रेलवे में थर्ड क्लास और फोर्थ क्लास का स्टाफ बहुत दिन तक टेम्पोरेरी रहता है और उसको आठ दस बरस तक पर्मानेंट नहीं किया जाता है। एक तरफ तो खाली बैकसीज नहीं भरी जाती हैं और दूसरी तरफ स्टाफ को कान्टीन्युअसली दस बारह बरस तक टेम्पोरेरी रखा जाता है, इसकी क्या वजह है ? टेम्पोरेरी रहने के कारण स्टाफ को प्राविडेंट फंड आदि की फ़ैसिलिटीज नहीं मिलती हैं।

SHRI PARIMAL GHOSH: The temporary staff in the Railways also get all the facilities. But it is a fact that there are staff who have not been made permanent for a considerably long time. For that there are various other difficulties. It is not only a question in the Railways, but it is a question in all departments of Central Government.

SHRI SHEO NARAIN : He must explain the difficulties. What are the difficulties ?

श्री तुलसीदास जाधव : दूसरे विभागों में कर्मचारियों को बहुत लम्बे समय तक टेम्पोरेरी

रखा जाता है, यह तो कोई कारण नहीं है कि रेलवेज में भी ऐसा ही किया जाये।

रेलवे मंत्री (डा० राम सुमन सिंह) : यह सचमुच एक कष्टप्रद प्रक्रिया है कि कोई कर्मचारी पाँच, सात या आठ बरस तक अस्थायी रूप से रहे। इन सब बातों पर नये सिरे से विचार किया जायेगा।

SHRI M. S. MURTI : A large number of posts are lying vacant in Class III and Class IV. Is it due to ban on recruitment in those Classes ?

SHRI PARIMAL GHOSH : There is a ban on fresh recruitment in Class III and Class IV only in the ministerial staff.

SHRI NITIRAJ SINGH CHAUDHARY : The hon. Minister has said that, on account of changes that are being brought about in the Indian Railways, certain posts have become vacant and they are likely to remain vacant. May I know whether this applies to Class III and Class IV posts only or the posts of Class I and Class II are also falling vacant in the same proportion in which Class III and IV posts are falling vacant ?

SHRI PARIMAL GHOSH : As regards the proportion, it is difficult for me to give a precise answer now. But it is a fact that in the process of simplification and rationalisation, not only posts of Class III and Class IV but also Class I and Class II posts are rendered surplus and many of them have also been surrendered.

श्री इसहाक सम्भली : एन० ई० रेलवे एक ऐसे इलाके से गुजरती है, जहाँ सबसे ज्यादा गुंजान और सबसे ज्यादा शरीब आबादी है। यह भी सही है कि अगर सबसे ज्यादा तकलीफें किसी रेलवे में पैसेंजर्स को पेश आती हैं, तो एन० ई० रेलवे में। मिनिस्टर साहब ने अभी फ़रमाया कि एन० ई० रेलवे में एक हजार थर्ड क्लास एम्पलाईज की जगहें खाली हैं। इसके मानी ये हैं कि एन० ई० रेलवे का रोजाना आठ हजार घंटों का नुकसान हो रहा है। जाहिर है कि जहाँ इतना नुकसान होगा, वहाँ

रेलवे की हालत कैसे सुधर सकती है ? वे जगहें समाप्त करने का तो सवाल ही नहीं है, क्योंकि वे तो आलरेडी प्रोवाइडिड और एफ़ुड हैं। मैं यह जानना चाहता हूँ कि उन जगहों को भरने में क्या डिफ़िकल्टी है। मैं आप की इन्फ़ॉर्मेशन के लिए अर्ज कर दूँ कि आम शोहरत यह है कि रेलवेज में जो थर्ड क्लास और फ़ोर्थ क्लास एम्पलाईज भर्ती किये जाते हैं, उनमें बहुत ज्यादा करप्शन से काम लिया जाता है। मैं नहीं जानता कि वह बात सही है या नहीं। मैं यह जानना चाहता हूँ कि सरकार को क्या दुश्चारी पेश आई है कि अभी तक वे जगहें भरी नहीं जा सकी हैं, जिससे रेलवे का इतना बड़ा नुकसान हो रहा है।

SHRI PARIMAL GHOSH : As I have already mentioned in regard to these vacancies, because of a study for the introduction of simplifications in procedures and also because of the introduction of new methods like electrification and dieselisation, it is natural that there will be people who will be rendered surplus. It is also because of this view that the Indian Railways today is highly overstaffed ; that is one of the main reasons why the economy of the Indian Railways is what it is today. On the basis of that study certain simplifications in procedures have been effected and some staff has been rendered surplus. The efficiency of the railways is not being affected thereby because that is not the purpose of the study; the purpose of the study is to see whether the number of staff could be reduced or not without affecting the efficiency. The surplus staff is not peculiar to the North-Eastern Railway but we are having the surplus staff all over the railway system.

MR. DEPUTY-SPEAKER : Now, Shri N.K. Somani.

श्री इसहाक सम्भली : एक भी सवाल का जवाब नहीं दिया गया है। मैंने एक सीधा सा सवाल पूछा है। उसमें कोई लम्बी-चौड़ी बात नहीं है।

MR. DEPUTY-SPEAKER : We have already spent fifteen minutes on this question.

श्री इसहाक सम्भली : रेलवे बोर्ड के सामने, जो कि हम पर एक सफेद हाथी बैठा हुआ है, सब फेक्ट्स एंड फ़िगरज़ हैं कि कहां कितना स्टाफ़ सरप्लस हैं और कहां कितना कम है। मिनिस्टर साहब ने यह नहीं बताया है कि ये एक हजार जगहें इतने दिनों से खाली पड़ी हुई हैं, उन को भरने में क्या दुस्वारी पेश आ रही है। उन जगहों को क्यों नहीं भरा जा रहा है, जब कि वे एपरून्ड हैं ?

SHRI PARIMAL GHOSH : As I have already stated, every day and every month some posts will be rendered surplus and at the same time new posts will also be created. The reason why we do not fill up these posts is because we want to absorb the surplus staff of other railways in the places where the vacancies arise. It is a continuous process. It is not that the posts will remain unfilled for long. These posts are being filled up and posts are being rendered surplus also.

SHRI ISHAQ SAMBHALI : How many posts of officers are lying vacant ?

SHRI JYOTIRMOY BASU : The basic evil is something different ; it is the relation between the two Ministers.

AN HON. MEMBER : Jugglery.

SHRI N.K. SOMANI : It will be idle to expect that either the operating costs of the railways will go down or that the employees' morale would pick up especially in the circumstances in which the people in the railways are made to work. A moment ago, the hon. Minister accepted that the question of overstaffing of the Indian Railways was a chronic one. Another important point that was brought up was that there were some employees who had not been confirmed in their jobs inspite of a long period of service. If these are the standards of public sector, I hope it will make our friend the Law Minister to think a little seriously in spite of the boastful claim that he made yesterday. Now, I would like to ask a specific question of the hon. Railway Minister, namely whether there is a separate and specific personnel policy administration department either in

his Ministry or in the Railway Board which look into the personnel policies as a whole, resolve the problem of uncertainty of tenure of job of the employees who have been in the railways for a number of years looks into the job description of each and every job that is existing in the railways, fix a standard strength once and for all and ensure that no further recruitment will take place unless all these positions are streamlined.

SHRI PARIMAL GHOSH : We have already created a special cell in the Railway Board to go into the details of this question. We have already given a categorical assurance in the House that there will be no retrenchment in the event of simplification. Two questions have been raised here, namely posts which are remaining temporary for a long time and posts of surplus staff. These two questions are definitely being looked into by that particular cell. I can assure the House that within a very short time, we shall see that the temporary staff do not remain temporary for such a long time and that some procedure is evolved for them and that the surplus staff are also fitted in as early as possible.

MR. DEPUTY-SPEAKER : Next question.

SHRI MANUBHAI PATEL : I have been rising nearly ten times. I have been able to catch your eye also but I have not been able to catch your sympathy.

MR. DEPUTY-SPEAKER : I am sorry. We have already spent about 20 minutes on this question.

रेलवे माल डिब्बों का गंगा नदी में डूब जाना

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*183. श्री सूरज भान :

श्री बृज सुवर्ण लाल :

श्री जगन्नाथ राव जोशी :

श्री रामगोपाल शालवाल :

श्री रणजोत सिंह :

श्री अटल बिहारी बाजपेयी :

श्री राम सिंह अयरवाल :

क्या रेलवे मंत्री यह बताने की कृपा करेंगे कि :